

A GREAT VICTORY FOR COLUMBIA,

Proving Herself to be Still the Gem of the Ocean—A Very Decisive Contest

AND A MAGNIFICENT RACE,

But Experts Did not Expect the Shamrock Would be so Overwhelmingly Vanquished.

CUP IS CONSIDERED SAFE.

Challenger Defeated by Yankee Boat by 10 Minutes and 8 Seconds.

NEW YORK, Oct. 16.—The cup which the old schooner America won so commandingly against all comers over the course around the Isle of Wight in 1851, and brought back across the seas, will probably remain here another year, a defiance to the world. In a glorious breeze, over a windward and leeward course of thirty miles, the Columbia scored against Shamrock to-day in the first race of the 1899 series for the trophy. She bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by ten minutes and fourteen seconds, actual time, or ten minutes and eight seconds corrected time, after allowing six seconds handicap, which Columbia must concede to the challenger, on account of her longer water line.

It was a decisive contest, a magnificent race, magnificently sailed and magnificently won. Opinion as to the merits of the two boats had been somewhat divided as a result of the flukes during the past two weeks. Although the preponderance of expert opinion never wavered in its loyalty to the wonderful speed and ability of the white flyer, no nautical sharp expected that the Shamrock would be so overwhelmingly vanquished as she was in to-day's royal struggle. The Yankee boat outgeneraled her at the start, beat her hopelessly in windward work to the outer mark and gained twenty-two seconds in the run home before the wind. There was a good, strong, ten to twelve knot breeze, and it held throughout the race. It is undoubtedly a bitter blow, because the English hopes of lifting the cup have been higher since the Thistle met the Volunteer in 1887. Like the Shamrock, she was decisively defeated in the first hour's sailing. The regatta committee, as a result of the showing made by Columbia to-day are convinced that the cup is safe. Blow high or blow low, Columbia. It is believed by her manager, Mr. Iselin, can beat the Shamrock. Sir Thomas Lipton, like the true sportsman that he is, confessed after the race that he had been fairly beaten. He had no apologies to make.

Magnificent Nautical Duel.

To-day's race was a magnificent duel, and made up for the repeated disappointments the sightseers have suffered. It was anything but a comfortable day on the quarter. The prospect was not alluring. Still the mist wreaths were carried along by a good ten knot breeze right in from the east, and the old shell backs said there was more wind where that came from. But the excursionists who went down, the bay were not very hopeful until they got outside. The low clouds overhead shut out the sky, and the streaked water watched them. The mists made everything look ghost-like and indistinct. The shores were uncertain and shadowy. The sails of the oyster fleet were simply grey dots in the haze. The torpedo boats, gliding swiftly out to the lights, were like black shadows flitting across the water.

The only color in the dull landscape were the ensigns, and brilliant streams of checkered flags which adorned the excursion fleet and the dash of red from the big hull of the lights. Outside the wind was fresher, and whipped some foam out of the waves. Both yachts were towed out from the anchorages, and raised main sail before casting off. Mrs. Iselin was not to be deterred by the bad weather, and was a conspicuous figure on the Columbia, wrapped up like an old salt in a yellow oilskin.

The crew had on their working suits of white, and wore watch caps of black and red, Iselin's private colors. Several of the crew of the Shamrock had on sou'westers. From the truck of the Shamrock's top mast floated Lipton's flag, a green shamrock in a yellow field. The wind kept freshening up all the way out to the lights, and the seas spit more of their froth.

Not Many Sight-seers.

No large assemblage was on hand to witness the start, the repeated flukes having made the public very chary about coming out. A few side wheelers, the regular fleet of ocean-going tugs and a score or two of steam yachts were all. Promptly at 10 o'clock the committee boat signalled the course, fifteen miles dead into the eye of the wind to the eastward and return. Both yachts set No. 2 club topsails, their skippers evidently agreeing that it would not be wise to carry their largest sky scrapers in such a breeze. Just as the warning gun boomed, a driving mist swept in from the east, beating in to the faces of the patriots, and adding to their discomfort. There was

some lively jockeying behind the line before the start, and Columbia got the better of it. She clearly outmaneuvered her rival, eventually forcing her over the line first by half a length, but leaving Columbia in the weather position. Close hauled on the starboard tack, the yacht plunged seaward, heeling to the twelve-knot breeze. The first few minutes of the race were most interesting. They made a beautiful picture as they raced like bounds. Their sails, to the nautical eye, were perfection in fit. They looked as if they might have been carved out of alabaster, so firm and faultless were the lines. It was soon apparent that the white flyer was forging ahead. The clear water began to show between them. The Columbia not only seemed to out-foot her rival, but the experts say that she pointed higher. It was astonishing how she sailed her way up into the wind. Within fifteen minutes she had a lead of five lengths, and from that time on the race was hers.

Patriots Jubilant.

The patriots were jubilant, and the bands, which began playing never stopped until the race was over. The Columbia seemed more tender than the foreigner, showing yards of her bronze underbody as she leaned away with her lee rail almost awash. Steadily she continued to draw ahead until within half an hour, having unequivocally demonstrated her superiority in windward work, it became only a question of how far the white flyer would beat her to the outer mark. As the yachts got farther out the seas grew more turbulent and the spray spurted higher from their bows. Many excursionists came to grief, and the tug boats plunging through the head seas sent the spray aloft to their pilot houses, and some of them were flooded from stem to stern. The work of the patrol fleet was perfect. The revenue cutters line ahead to leeward, and the torpedo boats line abreast astern held the yachts in the hollow of a moving right angle, which changed direction with each tack, and kept the yachts as free from interference as if they had been sailing in the middle of the Atlantic.

The Shamrock footed valiantly, but neither in speed, nor in pointing could she compare with the Columbia. Then the three skippers on the challenger put their heads together, and tried new tactics. The Shamrock made a dozen short boards. Evidently her skippers were under the impression that she was quicker on her heel and better at fove reaching than the Yankee boat, but the Columbia boat proved quite as nimble as Shamrock. Tied by a stop watch, both boats were fifteen seconds in stays, and when the Britishers writ home they will tell their friends that the white beauty was fully as clever as the challenger at fore reaching. When the Shamrock got through with this line of tactics, Columbia had increased her lead until she was half a mile ahead. At the end of another half hour the wind continued to freshen, the Shamrock took in her baby jib top sail, figuring that without this light head sail she might be able to hug the wind closer. The Columbia held on to hers, and as Shamrock did not improve her position at the end of ten minutes her skippers again set the sail.

She Was a Peach.

By 1 o'clock Shamrock was fully a mile and a half astern, and Columbia was a winner all over. As the Associated Press boat, on her way to the outer mark, passed the Manning, Captain Evans, who was on the bridge, shouted: "Ain't she a peach!" Nothing could have been prettier than the way Columbia swept around the outer mark, gracefully as a swan. Both boats had edged far to the southward of their course, and as the rules required that the mark should be passed on the starboard side, Columbia tacked down to port, and came over on the starboard tack as she approached the float. As she neared it her spinnaker pole was like a knight's lance in rest. As she swung around she eased off her main boom, let her spinnaker pole drop to port and breaking out the cloud of canvas fled homeward like a scared deer. Her big balloon jib blossomed out, forty-eight seconds later. The few ships of the excursion fleet at the outer mark gave her a rousing reception. The Shamrock was already hopelessly beaten. A quarter of a mile from the home run, the Columbia crossed the path of the Shamrock, still beating to windward, and robbed her of the wind for a minute as she went past. It was nine minutes and forty-five seconds later when the Shamrock swung around the mark and squared away for the finish. The excursion boats hung on courteously until she had rounded, and gave her quite an ovation.

The Columbia was already almost two miles away, and in the thickening mist could hardly be discerned. The bells in the engine rooms of the excursion boats jingled for full speed, and they went plowing down on either side of the course, to be in at the death. Sir Thomas Lipton's steam yacht Erin, however, remained abeam of the challenger, giving what moral support he could to his beaten boat. Sir Thomas and his friends aboard looked fully as disconsolate as they felt. Some of them seemed to have lost all interest in the landscape, and were hanging over the rail, looking down at the water. Sir Thomas, however, remained on the bridge, with his eyes glued on the boat in which his hope had so lately centered, and a group of sailors forward seemed to be trying to make out the outlines of the vanishing Yankee in the thick gloom. From that time it was simply a procession.

A Soul Stirring Scene.

There was a soul-stirring scene as the Columbia approached the finish. The excursion boats had gathered there in a semi-circle to give her welcome, and as she swept across the finish bedlam broke loose. The steam whistles shrieked, the sirens wailed, the Corsair, the flagship of the New York Yacht Club, and several other yachts, flung their powder into smoke, and the multitudes on the decks of the side wheelers cheered. The Corsair hauled down all her private signals, and set "Old Glory" at each masthead and gaff and staff. The crew of the Columbia gathered aft, hurrahed with bared heads, then, as she lowered her head sails and took the tow line from her tender, the crowd waited over ten minutes, until Shamrock had crossed, and the fleet had given her a stentorian expression of good will. Then they turned on their heels and scampered after Columbia, crowding about her and cheering her again and again, while the bands played "Hail Columbia," "Yankee Doodle" and other patriotic

airs. They escorted her all the way to her anchorage inside the Hook.

The race to-morrow will be over the triangular course, ten miles to the leg, and the Shamrock will have an opportunity to show what she can do at her favorite point of sailing.

The weather office here received the following dispatch to-night from William Moore, chief of the bureau at Washington:

"During Tuesday, the wind will be from easterly to southerly, with a velocity of from ten to twenty miles an hour."

TECHNICAL STORY

Of Yesterday's Contest Between the Columbia and Shamrock—The American Boat's Great Victory.

NEW YORK, Oct. 16.—The crews of both yachts had breakfast early this morning and when they "turned to" soon after 8 o'clock, it was with a will, for, in spite of the rather hazy weather, there was a good breeze from the eastward which promised to increase and give the yachts a good race at last. Jibs and stay sails were sent up in steps on the stays, racing hatches put on, boats lashed and everything made snug before 9 o'clock. At 9:15 the Columbia cast off from her moorings and was taken in tow by a tug. The Shamrock started in tow a few minutes later. Covers were on the main sails and club topsails to keep them dry until the last moment, as there was just enough fine rain to dampen them. At 10 o'clock both yachts had reached the east end of Gedney's channel, and at 10:10 the Columbia's crew began hoisting the main sail. It was set in five minutes. The Shamrock's main sail began to go up at the same time, but it was fully fifteen minutes before the sail was set.

At 10:25 both yachts cast off their tow lines, broke out their jibs and masts headed their No. 2 club topsails. The Columbia sailed up her baby jib top sails on the stay. At the same time the committee boat, Walter Luckenbach, anchored due south of the Sandy Hook light ship and sent up the course signal; it was east, making it a beat dead to windward of fifteen miles and a run back if the wind held from the same quarter.

The regatta committee meant business this morning, for a few minutes later they started the tug to log off the course and at 10:45 the preparatory signal was made. Both yachts then began maneuvering for positions, and at 10:55, when the warning signal was given, they were playing for a weather berth to the northward of the line, the Shamrock breaking out her stay sail at this time.

Preliminary Jockeying.

When two minutes were left before the starting signal, both yachts were heading a couple of lengths apart, to the westward with booms to port, the Columbia to windward. At one minute the Shamrock began to keep off for the committee boat, which was lying at the south end of the line. Captain Hogarth's intention apparently being to stop the Columbia, then a length or so to the westward, and then to luff to the westward when the weather berth. When the starting gun was fired, the Shamrock ran parallel with the Columbia, but nearly the center of it. She still held her course until nearly over to the lights before she began to luff to cross the line. Captain Barr, on the Columbia, held his yacht well in hand, being at this time a good length astern, with sheets flat aft. He began to luff the moment Hogarth did, and shooting the Columbia across the Shamrock's wake he sent her across the line more than fifty yards to windward of the challenger and with such a good overlap on her that, according to the official time, she was only three seconds astern.

The official time of the start was: Start—Columbia, 11:01:05; Shamrock, 11:01:08.

Both yachts were now close hauled on the starboard tack and were carrying exactly the same sail—main sail, club top sail, jib, fore sail and baby jib top sail. As soon as sheets were trimmed, all hands, except the men stationed at the head sheets, jumped for the weather side and huddled close down to the starboard rail, while the skippers watched each other like hawks.

There were not many yachts or excursion steamers out in time to see the start. Those on board the small fleet had a splendid view of the start and the first ten minutes after were anxious ones for the friends of both yachts. After that time it was all over, but the shouting. In five minutes the Columbia had widened the distance to windward between herself and the Shamrock fully a length. She heeled more than the latter boat, but her sails were all full, and she was pointing higher from the moment she started.

Desperate Tactics.

Captain Hogarth, think his boat would be able to outfoot Columbia sufficiently to tack across her bow, a little later gave her a good rap full. The green boat responded nobly and to some it appeared that she was passing the Columbia very fast. So she was, but she was losing outward ground every minute.

When the Shamrock tacked to port at 11:15 and the Columbia thirty seconds later, it was seen that Barr had placed his boat on the weather bow of the Shamrock as to spill the back wind into Shamrock's sails. Hogarth was obliged to keep broad off for about thirty seconds to get out from under the Columbia's lee. By 11:20 the Bristol boat was quite an eighth of a mile to windward of the Shamrock, and pointing her rival all the time. Captain Hogarth, finding that the Shamrock would not point as high as Columbia, flattened down his sheets as hard as he dared and had to be contented with giving her a good full and letting her go at that. The Shamrock went about to starboard at 11:33:30, and Columbia five seconds later.

At 11:45:30 when the Shamrock again tacked to port, Columbia was fully a quarter of a mile to windward of her. The latter tacked five seconds later. Captain Hogarth was getting desperate now and he resorted to his short tacking tactics in the hope that his boat would reach sufficiently to make a material gain to windward. At the same time it was found that the Bristol boat was half a mile dead to windward of her rival. In three more tacks, Columbia still increased her windward lead. The Shamrock people at 12:25 took in her baby jib top sail, hoping that she might point higher, but it was in vain, for in ten minutes they set the sail again. It was taken in twenty minutes later for a few minutes.

Each yacht made twenty-two tacks in the windward work and in all these the Shamrock took the initiative. Captain Barr waited for Hogarth to tack and with but one or two exceptions he put Columbia about within thirty seconds of the other boat.

The last half dozen tacks made were longer than the others. The outer mark which had been obscured by fog, was visible from the yachts soon after 1:30.

The wind became lighter as they approached it, but it increased a little in force as Columbia made her last tack. She looked very handsome as she approached the mark on the port tack. Shortly the crew launched her spinnaker boom out to port before she had fairly made the turn and squared away on her homeward course, the great sail was broken out from steps the same moment the main boom swung far off to starboard. They were exactly eighty-five seconds setting the spinnaker. Shamrock's men beat them only five seconds in this work. The official time at the turn was: Columbia, 1:48:13; Shamrock, 1:53:03.

This shows that the Columbia was nine minutes forty-nine seconds ahead. The elapsed time of the Columbia for the fifteen miles was two hours forty-seven minutes, thirteen seconds; of the Shamrock two hours, fifty-seven minutes, five seconds, showing Columbia's gain from the actual start had been nine minutes fifty-two seconds. This was a great victory for Columbia, for both yachts had covered the distance in steady breeze and at no time were they far enough apart to benefit by any puffs of wind.

The Han Honos.

Columbia's balloon jib topsail was set immediately after the spinnaker and the head sails hauled down. She began her fifteen mile run to the finish at about eight knots an hour. Shamrock's balloon jib top sail was set seven minutes after rounding the outer mark and for a time it seemed as though she was overhauling Columbia. At the time there appeared to be a reasonable conclusion because she being the stern boat, was in position to take advantage of any squalls that might come along. It soon became evident, however, that her apparent gain was only imaginary and that the Columbia was not only holding her own, but as the figures showed later, she was really gaining.

The finish line, marked by the committee boat and the Sandy Hook light was not visible until the yachts were within a couple of miles of it. Then there was a rush of steamers to reach the goal ahead of the yachts.

It could not be called an exciting finish, nor was it a tame one altogether. So few boats were present to witness it and the weather was so depressing that a spectacle the finish might be called a poor one from a picturesque standpoint. Both in time and distance the yachts were so far apart that it was a rather poor finish from a sportsman's view.

When the Columbia with her great yellow main sail broad of starboard, swept across the finish line Shamrock was hardly visible astern, only the outline of her sails being seen. Ten minutes and eleven seconds in time elapsed between the finishing of Columbia and Shamrock, which meant in distance about a mile and a half. The official time was: Columbia, 3:54:09; Shamrock, 4:05:10.

The official summary is: Start—Columbia, 11:01:05; Shamrock, 11:01:08.

Finish—Columbia, 3:54:09; Shamrock, 4:05:10.

Elapsed time—Columbia, 4:03:53; Shamrock, 5:04:07.

Corrected time—Columbia, 4:03:53; Shamrock, 5:04:01.

Wins by Over Ten Minutes.

Thus the Columbia wins by ten minutes fourteen seconds actual, and ten minutes eight seconds corrected time. The elapsed time of the Columbia from the outer mark to the finish was two hours and six minutes and forty seconds; Shamrock two hours, seven minutes and two seconds; showing that in the fifteen miles run before the wind Columbia had gained twenty-two seconds.

After the race, while the yachts were being towed back to their moorings Sir Thomas Lipton's steam yacht, Erin, ranged up alongside the Columbia. The Erin's officers and men, led by Sir Thomas Lipton, gave three hearty cheers. They were quickly responded to with three cheers from the Columbia by Oliver Iselin.

Lipton Has No Kick.

NEW YORK, Oct. 16.—Sir Thomas Lipton took his defeat with the spirit of a true sportsman.

"It was a fair and square race," said he to an Associated Press representative who saw him on board the Erin. "We were beaten fairly. No two boats ever sailed a better race and they were equally well handled as far as I could see."

Speaking of the Columbia, he said: "She is a fine, fast boat and she was splendidly sailed. We gave her three rousing cheers and her people responded right heartily. Mr. Iselin and those associated with him on board are honorable gentlemen, and I wish to say that it is a pleasure to sail against such competitors."

The News in London.

LONDON, Oct. 16.—Partly owing to the diminished interest after so many abortive attempts and partly to disappointment over the result of to-day's race for the America's cup, London's demonstrations were rather tame. Great crowds had collected on the Thames embankment and at other places where the progress of the race was exhibited and cheers were frequently raised for both the Columbia and Sir Thomas Lipton, but the disappointment over the result was very keen.

At the Hotel Cecil, where a crowd of Americans had collected to await the announcement of the result on the ticker, cheers resounded. "Yankee Doodle" was sung at all the music halls. When the result was communicated to audiences there was a general manifestation of disappointment, but this quickly gave place to the heartiest cheers and the bands played American tunes.

INSURGENTS ATTACK

Angeles—One American Killed and Seven Wounded.

MANILA, Oct. 16, 9:55 p. m.—The insurgents made an attack upon Angeles at half-past 2 this morning. One American was killed and seven were wounded.

The Filipinos used artillery, a few shells exploding. The Seventeenth, Ninth and Thirteenth regiments engaged the enemy, who retired at half-past 5 a. m.

An American scouting party near Balnate captured eleven Filipinos. Another near Maycauyan captured a Filipino major. All were brought to Manila.

THE HOPED FOR ASSAULT ON BRITISH

At Glencoe Indefinitely Delayed Owing to the Retirement of Boer Forces

AFTER OCCUPYING NEW CASTLE.

Activity of Orange Free State Commando on Southern Frontier of Cape Colony.

VERY BITTER RESENTMENT

Shown Against the Schreiner Cabinet for Refusing to Succor Mafeking.

LONDON, Oct. 16.—Dispatches from the Cape are very meagre to-night, but they include an important message from Glencoe camp dated 3:35 this (Monday) afternoon, announcing that the Boer commandos which invaded Natal through Laing's Nek and after occupying New Castle advanced to Dannhauser, retired on Ingagane yesterday evening, their transport service being reported defective. This will delay indefinitely the anticipated and hoped for assault on the strong British position at Glencoe.

Another dispatch reports activity on the part of the Free State commando in the neighborhood of Allwalworth on the southern frontier. The Boers advance patrol, the dispatch says, go to the frontier bridge nightly to keep watch, firing shots at intervals as signals. It is believed the enemy intends shortly to try to rush the railroad station, with the help of artillery posted on a ridge commanding the town.

There are rumors that the Boers have been repulsed at Mafeking and are attacking Vryburg.

A Cape Town paper has a dispatch from the Orange river, stating that the telegraph wires have been cut between Vryburg and Kimberley, and it is believed that the Boers are taking advantage of the presence of a large gathering of disloyal farmers at Vryburg, celebrating Nachmaal, to attack the town, hoping that the farmers will assist them against the British.

The same dispatch says that the British force at Kimberley is confident of its ability to hold out but begs the immediate dispatch of a relief force.

Rising of Dutch Farmers.

This question of a possible rising of the Dutch farmers in the northern portions of Cape Colony is very important.

The Daily Mail's correspondent at Colesburg has been inquiring regarding the matter and on the whole thinks the chances are against a rising. He bases his opinion on the prospect of good crops after four lean years, which he believes will predispose the farmers to peace. Nevertheless, there is serious disloyalty and much anti-British agitation in these districts, while the Free State Boers threaten an immediate invasion of Colesburg and Allwalworth.

The Daily Mail's correspondent asserts that Sir Alfred Milner is worked to death, and that Cape Town is surging with bitter resentment of what is called the Schreiner cabinet's betrayal of Mafeking by its constant refusal to send a force of volunteer artillery to its relief. Many residents of Cape Town have relatives at Vryburg and they are furious with Messrs. Merriman and Sauer, respectively colonial treasurer and commissioner of public works, and the ministers are mobbed whenever they appear in public. Mr. Hofmeyer, the Afrikaner leader, has gone to the country in order to escape the outbursts of indignation.

Threatened Riots.

On Sunday night the streets were filled with angry citizens. And it was feared that rioting would occur. This, combined with the pressure of the Imperial government, brought the Schreiner government to a sense of its peril as well of its duty and moved it to decide to call out the volunteers. The ministerial party also worked its hardest to prevent the ovation to Conyngham Greene on his arrival from Pretoria, but failed. The volunteers are 7,000 strong and have eleven pieces of artillery. There is no further news regarding the present position.

The Natal invasion was made in three columns at dawn on October 12, through Bothas Pass, Laing's Nek and from Wakkerstroom, the objective point of the invaders being New Castle. The Boers utilized several thousand natives who were tramping from the Rand to drive their heavy guns up Laing's Nek. Precautions are being taken for the defense of Pietermaritzburg and Durban, in the remote contingency that the enemy may elude the vigilance of the British at the Ladysmith and Glencoe camps.

A dispatch from the latter place says the partial closing down of the Natal coal mines will not interrupt the supplies for the Imperial transports at Durban, as was imagined by the Boers, large quantities of coal being already on the water from India. Regular shipments will arrive from India until the Natal mines open again.

QUEEN'S SPEECH

At the Opening of Parliament To-day. Reasons for Calling it.

LONDON, Oct. 16.—The queen's speech at the opening of parliament to-morrow will declare that parliament has been summoned at an unusual date for a specific purpose, and that this

course has been rendered necessary by two circumstances:

First—Her Majesty's proclamation calling out the reserves is necessarily followed by the summoning of parliament within ten days.

Second—The position of affairs in South Africa demands the attention of the legislature.

Her Majesty will then declare that her general relations with the foreign powers are peaceful, a state of affairs, which, unfortunately, does not apply to the Transvaal.

The house of commons will be invited to provide ways and means necessary to prosecute the British policy in South Africa. The speech will conclude with a promise that when the proper time arrives, the legislative programme of the government regarding matters of international interest will be submitted to the house of commons.

FALSE STATEMENT

That Imperial Government Would Place Small Bodies of Troops in Various Country Districts.

LONDON, Oct. 17.—The Cape Town correspondent of the Times says he learns on the highest authority that there is no truth in the statement being circulated—doubtless with seditious motives—that the Imperial government has decided to place small bodies of troops in the various country districts. Martial law, he says, has been proclaimed at Mafeking, Vryburg, Taungs, Herbert and Barkley West.

Dispatches from Dundee say that according to the report of the refugees the Boer invaders of Natal are estimated at sixteen thousand. All the non-combatants and women and children have been sent from Dundee. The news that the Boers had arrived at Dannhauser raised hopes that they would risk an engagement in the open, but it is now ascertained that the detachment which reached there was only a small advance guard of Commandant General Joubert's main column.

The advance of the Boers was accompanied by some looting of stores at New Castle and Ingagane. A refugee asserts that Commandant Viljoen's command contains a surprising number of Hollanders, Germans and Englishmen.

A QUEER LOT

Connected With Lancaster Revenue Stamp Counterfeiting Plot.

PHILADELPHIA, Pa., Oct. 16.—The trial of ex-United States District Attorney Ellery P. Ingham and his former assistant, Harvey P. Newitt, on the charge of conspiracy and bribery, in connection with the Lancaster revenue stamp counterfeiting plot, was resumed to-day before Judge McPherson, in the United States district court.

Mr. Newitt, who had, on Friday, related the story of his dealings with Secret Service Agent McManus, and swore that he had employed the latter merely in the capacity of private detective, was placed under cross-examination. He insisted that he had a perfect right to employ Operative McManus, as he had always entertained the opinion that the secret service men could take private work if it did not interfere with their government assignments. Newitt insisted that he was not aware of the existence of a counterfeiting plot during his relations as counsel to Jacobs and Kendig.

District Attorney Beck brought out the fact that Mr. Newitt intended to show Jacobs and Kendig a copy of the decoy letter written by Chief Wilkie to Operative McManus. This letter informed McManus that the secret service had information that Jacobs and Kendig were counterfeiting, and instructed him (McManus) to swear out warrants for their arrest. Newitt admitted that he had copied the letter, and the copy was produced in evidence.

Thomas F. Logan, a newspaper reporter of this city, testified that on the seventh of this month McManus had, in conversation with him, asked the reporter not to be harsh with him in his paper as he (McManus) must save his position, even if he testified to what was untrue.

TO FIGHT WIRE-COMBINE

Pittsburgh Capitalists Will Erect a Competing Plant.

PITTSBURGH, Oct. 16.—The largest and most complete wire nail rod and steel plant in the United States will be built early next spring by Pittsburgh capitalists in the Monongahela valley to compete with the American Steel and Wire Company.

The Union Steel Company has been formed with a primary capital of \$1,000,000 by Andrew W. Mellon, R. B. Mellon, the well-known bankers, and W. H. Donner, manager of the Monessen plant of the American Tin Plate Company. This capital will probably be increased to \$10,000,000 next spring. The \$1,000,000 is already in bank and the Union Steel Company will open offices in the Carnegie building to-morrow.

The Union Company will enter at once into direct competition with the American Steel and Wire Company, known as the wire combine. The plant will give employment at the start to about 2,000 men, and when the blast and open hearth furnaces are erected 500 more men will be added.

Ended Her Troubles.

Special Dispatch to the Intelligencer.

STUEBENVILLE, Ohio, Oct. 16.—Mrs. Mary E. Barnes took a large dose of strychnine at her home, on Stanton street, to-night, and died at 9 o'clock, despite the efforts of two physicians to save her. Before dying she said she took the poison to end her troubles. She parted from her husband, Shep Barnes, of Wellsburg, twelve years ago, and has been living here with another man. Her parents are named Nicholson, and reside in Wellsburg.

Fatal Rear End Collision.

CHEYENNE, Wyo., Oct. 16.—A rear-end collision occurred to-day, near Granite Canon station, on the Union Pacific railroad, between a stock train and an east-bound fast mail train, killing two men and injuring three others. The dead: H. J. Purple, of Norwood, Kansas; Thomas J. Parker, Salt Lake City, Utah. Injured: William Sayles, Vermont; Illinois; Edward Farnell, Upton, Illinois; Charles Morris, Laramie, Wyo. Thomas J. Parker, one of the killed, was a wealthy stock man.

Weather Forecast for To-day.

For West Virginia and Western Pennsylvania, showers and cooler Tuesday and Tuesday night; Wednesday fair, brisk southerly shifting to westerly winds. For Ohio, showers and cooler Tuesday; Wednesday fair; brisk southerly, shifting to westerly winds.

Local Temperature.

The thermometer yesterday, as observed by Schenck, druggist, corner Market and Fourteenth streets, was as follows: 7 a. m. 63 7 p. m. 71 12 m. 75 Weather fair.